

Shipping Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Suez, Java and Burma, Ceylon India, Persian Gulf, West Indies,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
UNIMOLAR & ORIENTAL PORTWRIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
SOUDAN	6,696	1st Oct. noon	S'pore, Pang, C'bo & B'bay
KASHMIR	8,093	4th Oct. noon	M'les, Cessa, Blanca, L'don, Hull & Antwerp
PERAWUR	7,943	14th Oct.	M'les, London & Antwerp
MOREA	10,911	18th Oct.	M'les, London & Antwerp
SICILIA	8,813	23rd Oct.	S'pore, Pang, C'bo & B'bay
KASHGAR	8,840	1st Nov.	M'les, London & Antwerp
MALWA	10,911	15th Nov.	M'les, London & Antwerp
SARDINIA	6,684	26th Nov.	S'pore, Pang, C'bo & B'bay
KARMAIA	9,098	29th Nov.	M'les, London & Antwerp
MARTUA	10,902	13th Dec.	M'les, London & Antwerp
SOUDAN	6,686	24th Dec.	S'pore, Pang, C'bo & B'bay
ELIVA	9,135	27th Dec.	M'les, London & Antwerp
MACE DONIA	11,089	10th Jan. 1925	M'les, London & Antwerp
SICILIA	6,613	21st Jan.	S'pore, Pang, C'bo & B'bay
KALYAN	9,118	24th Jan.	M'les, London & Antwerp
MOREA	10,911	7th Feb.	M'les, London & Antwerp
KASHMIR	8,093	21st Feb.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

VAIRA	8,500	3rd Oct.	S'pore, Penang & Calcutta
VAIRA	8,494	27th Oct.	S'pore, Penang & Calcutta
VALWA	10,000	11th Nov.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	1st Oct. noon	Manila, S'kan, Thursday Is.
SV. ALBANS	4,500	29th Oct.	Townsville, B'bane, Sydney and Melbourne.
EASTERN	4,000	26th Nov.	

For further information apply to—
Tel. Central Nos. 292, 293 & 2422.

SAILINGS TO SHANGHAI & JAPAN.

KASHGAR	8,840	3rd Oct.	Shanghai, Moji & Kobe
SICILIA	8,813	4th Oct.	Shanghai, Moji & Kobe
SV. ALBANS	4,500	4th Oct.	Moji & Kobe
VAIRA	8,494	5th Oct.	Moji & Kobe
MALWA	10,911	18th Oct.	Shanghai, Moji & Kobe
VALWA	10,000	23rd Oct.	Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Messing not more than 24ft. x 2ft. x 1ft. will be received at the Co.'s Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.
12, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENSANDA	30th Sept.	GLENIFFER	27th Sept.
GLENSHANE	7th Oct.	GLENGLE	24th Oct.
GLENGARRY	16th Oct.	GLENGARRY	13th Nov.
GLENAFF	30th Oct.		

Movements are subject to change without notice. For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'la, S'kan, Thurs. Is. & A'lian Ports.
TAIYUAN	5th Oct.	9th Oct.
CHANGSHA	2nd Nov.	6th Nov.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Agents.
Telephone Central No. 36.

HOLLAND EAST ASIA LINE

OF THE United Netherlands Navigation Company.



Regular four-weekly service between
Japan, Vladivostok, China, Hongkong,
Manila, Singapore

Rotterdam, Amsterdam, Hamburg, Bremen
and North Continental Ports.

Sailings for Rotterdam, Amsterdam, Hamburg & Bremen.

S.S. BOERBOE	3rd October
S.S. OOSTERK	3rd November

Outward Bound Steamers due to Arrive Hongkong.

S.S. OOSTERK	due here on the 21st September.
S.S. SCHIEDJE	End of October.
S.S. OOSTERK	End of November.
S.S. OOSTERK	End of December.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN L.I.N.
Agents.
Tel. Central No. 1574.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 5405, G. 5420, G. 5440

KAGA MARU ... Saturday, 27th Sept. at 11 a.m.

IYO MARU ... Wednesday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KAMO MARU ... Thursday, 25th Sept. at 5 p.m.

KATORI MARU ... Wednesday, 8th Oct.

HAMBURG via LONDON & ROTTERDAM & Ports.

MITO MARU ... Saturday, 27th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

DELAGOA MARU ... Sunday, 28th Sept.

SYDNEY & MELBOURNE via Manila & Ports.

YOSHINO MARU ... Wednesday, 15th Oct.

MISHIMA MARU ... Wednesday, 12th Nov.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Friday, 3rd Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... Friday, 7th Sept.

HOMBAY via Singapore & Colombo.

TOKUSHIMA MARU ... Tuesday, 30th Sept.

TAMBA MARU ... Friday, 10th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Sunday, 12th Oct.

JAVA & CALCUTTA.

TASMANIA MARU ... Thursday, 2nd Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Monday, 13th Oct.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU ... Saturday, 4th Oct.

HAKONE MARU ... Tuesday, 7th Oct.

WAKASA MARU ... Tuesday, 14th Oct.

AKI MARU ... Friday, 15th Oct.

For further information apply to—

NIPPON YUSEN KAISHA.

I. YAMAMOTO, Manager.

Tel. Central Nos. 292, 293 & 2422.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT

SERVICE FOR BRINDISI, VENICE

AND TRIESTE (FIUME).

TAKING, CARGO ON THROUGH BILL OF LADING

TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI,

VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "PERSIA" ... Sails about 30th Sept.

S.S. "DUCHESSA D'AOSTA" ... Sails about 30th Oct.

S.S. "GERANIA" ... Sails about 23rd Nov.

S.S. "ROSANDRA" ... Sails about 30th Nov.

S.S. "NUMIDIA" ... Sails about 23rd Dec.

S.S. "VENEZIA" ... Sails about 30th Dec.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L" ... Sails about 6th Oct.

S.S. "PERSIA" ... Sails about 6th Nov.

S.S. "DUCHESSA D'AOSTA" ... Sails about 7th Dec.

S.S. "GERANIA" ... Sails about 31st Dec.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sailing about 30th September.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.Agents.
Telephone Central 1030.

ELLERMAN & STEAMSHIP

BUCKNALL COMPANY, LTD.

Projected sailings from Hongkong

Subject to alteration.

City of Pekin 30th Sept. Marseilles, L'don, R'dam, H'burg & Hull

PASSENGER SERVICE.

City of Lahore 26th Oct. Shanghai & Japan

City of Lahore 4th Dec. Marseilles, London, etc.

City of Karachi 29th Jan. Marseilles, London, etc.

City of Baroda 1st Mar. Marseilles, London, etc.

A Class. B Class.

FARES TO LONDON.

Single 1st Class A 298, B 284. Single 2nd Class A 262, B 256.

Cargo Steamers-Saloon Passage £38.

For further particulars apply to

HOLYOAK MASSEY & CO. LTD.

THE BANK LINE LTD.

Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
SHANGHAI via Swatow Yusan	Fri	28th Sept. at 10 a.m.
TIENSIN	Cheongshing Sat.	27th Sept. at noon.
MANILA	Loesang Sat.	27th Sept. at noon.
STRAITS & Calcutta	Fooksang Sat.	27th Sept. at noon.
BANGKOK via Swatow Chakang	Mon.	29th Sept. at 3 p.m.
STAO via S'ow & S'hai Tungshing	Wed.	1st Oct. at 5 p.m.
SANDAKAN	Hinsang Wed.	1st Oct. at 10 a.m.
SHANGHAI via S'ow	Fri.	3rd Oct. at 1 p.m.
MANILA via Amoy	Sat.	4th Oct. at 10 a.m.
HAIPHONG via H'ohow Mingang	Sun.	5th Oct. at 3 p.m.
SHANGHAI via S'ow Kwongang	Sun.	5th Oct. at 10 a.m.
KOBE via Moji	Wed.	8th Oct. at noon.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at H'ohow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Ch'efoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Tuesday, 9th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
H'afong...	W. S. Turnbull...	FRI. 26th Sept. at 1 p.m.
H'aining...	W. C. Passmore...	TUES. 30th Sept. at 5 p.m.
H'ailong...	Ellis Walker...	FRI. 3rd Prox. at 3 p.m.

Callings at Swatow for Passengers only.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 25th Sept.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—**JAVA-CHINA JAPAN L.I.N.**

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamer.	Next Sailing from Marseilles.	Pre-arr. Sailing and Return for S'hai & Japan.	Pre-arr. Sailing from H'kong to S'hai.
ANDRE LEBON	—	—	30th Sept.
AMBOISE	—	—	12th Oct.
CHANTILLY	28th Aug.	28th Sept.	26th Oct.
PORTHOS	11th Sept.	14th Oct.	9th Nov.
AMAZON	25th Sept.	29th Oct.	23rd Nov.
ANGEOR	9th Oct.	11th Nov.	7th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
A Class 1st Class 295.00 B Class 1st Class 235.00
Steamers 2nd Class 235.00 Steamers 2nd Class 235.00

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOTS)

S.S. "CAPITAINE FAURE" from Dunkirk, London, Havre

is due to arrive about 3rd week of October.

For full particulars apply to

Messageries Maritimes Co.

3, Queen's Building.

Telephone Central 740.

CONSIGNEES.

THE EAST ASIATIC CO. LTD. COPENHAGEN.

The M/S "JAVA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 1st. of October, 1924 will be subject to rent.

All Broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ashe on the 1st. of October 1924, at 10 a.m.

All claims against the vessel must be presented to the Under-sighted before the 4th. of October, 1924, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.

Agents.

Hongkong, 24th. Oct., 1924



ROUND THE WORLD

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO
SUEZ, PORT SAID, ALEXANDRIA, NAPLES
GENOA, MARSEILLES,
BOSTON AND NEW YORK

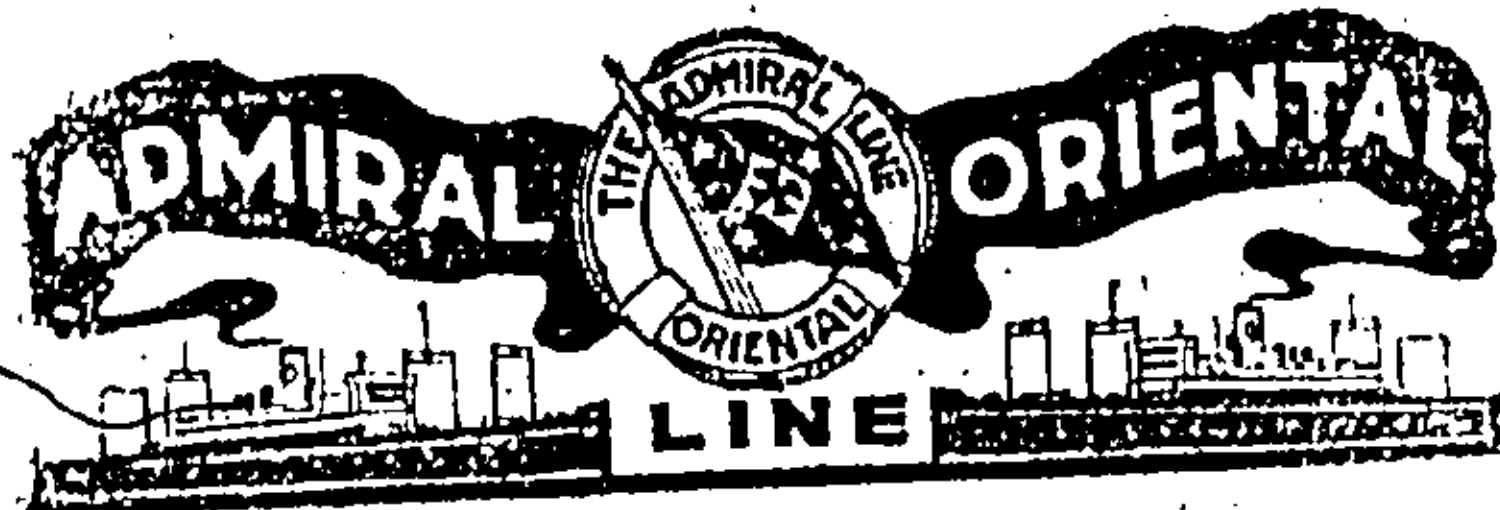
Thence
HAVANA, PANAMA, LOS ANGELES,
SAN FRANCISCO—
to KOBE, SHANGHAI & HONGKONG
via HONOLULU.

"PRESIDENT VAN BUREN" Sept. 30th
"PRESIDENT HAYES" Oct. 14th
"PRESIDENT ADAMS" Nov. 11th
"PRESIDENT GARFIELD" Nov. 25th
"PRESIDENT POLK" Dec. 9th

Through Bills of Lading to all United States and
Canadian Overland points & Havans.

For Passage and Freight bookings, apply to
DOLLAR STEAMSHIP LINE.

Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road.
CABLE ADDRESS: "DOLLAR"



ADMIRAL ORIENTAL LINE. FREIGHT AND PASSENGERS

THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JEFFERSON" Oct. 18th
"PRESIDENT GRANT" Oct. 30th
"PRESIDENT MADISON" Nov. 11th
"PRESIDENT McKINLEY" Nov. 23rd

TO EUROPE

£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

TO MANILA

"PRESIDENT JEFFERSON" Oct. 9th
"PRESIDENT GRANT" Oct. 21st
"PRESIDENT MADISON" Nov. 2nd

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to
MANAGING AGENTS-UNITED STATES SHIPPING BOARD.

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road.
CABLE ADDRESS: "DOLLAR"

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.

O. LOPEZ Y LOPEZ 30th Oct. ISLA DE PANAY 21st Dec.
SHANGHAI, NAGASAKI KOBE & YOKOHAMA
O. LOPEZ Y LOPEZ 12th Oct. ISLA DE PANAY 3rd Dec.

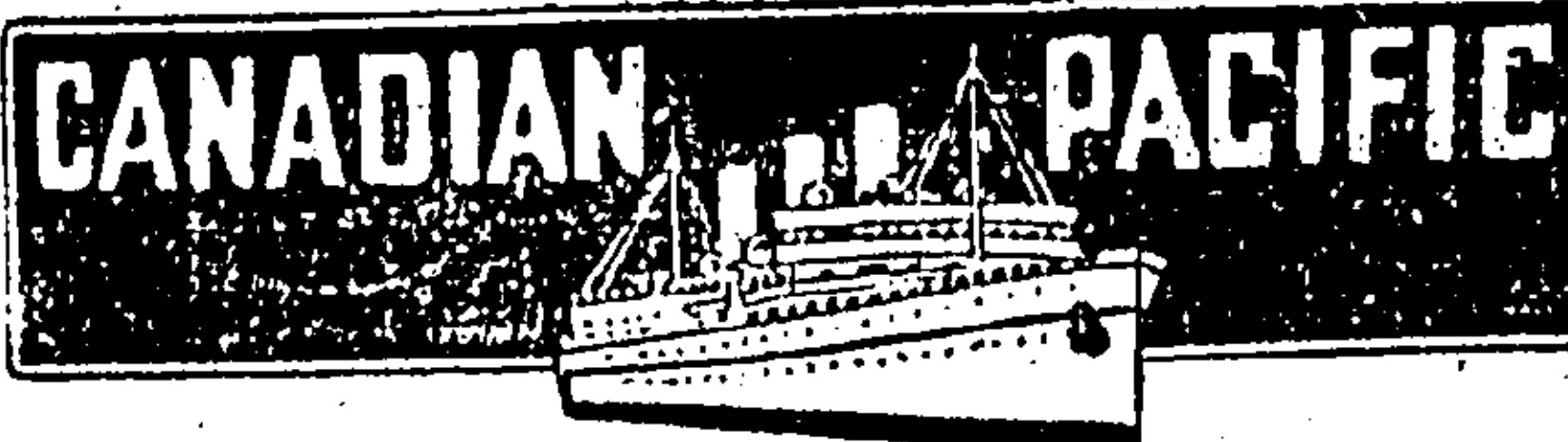
The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewards and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.

Alexandre Botelho, Hongkong.
G. B. BARRETO, 24 Central Avenue, S.O., Canton

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.
From Hongkong Due Vancouver From Canada Due England
EMPIRE AUSTRALIA Oct. 23 Oct. 29 EMPIRE FRANK Nov. 3 Nov. 12
EMPIRE ASIA Oct. 23 Oct. 29 EMPIRE SCOTLAND Nov. 13 Nov. 26

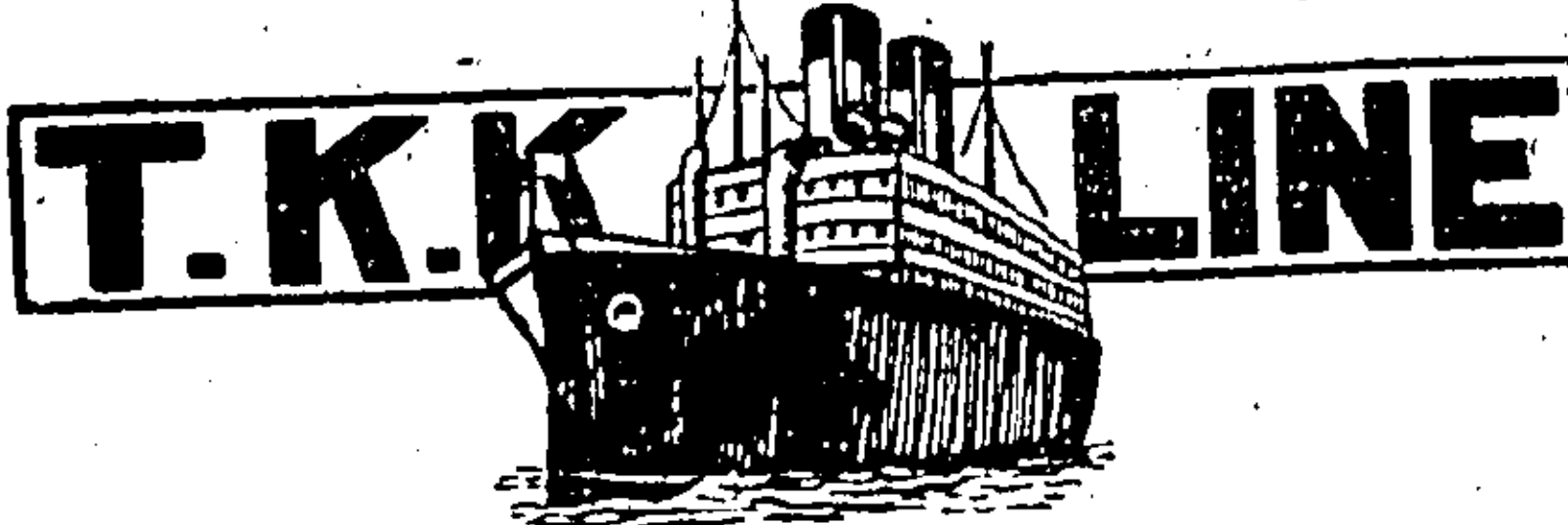
PACIFIC SAILING SCHEDULE FOR NEXT SPRING ON APPLICATION
Other Atlantic Sailings every few days to Liverpool
Southampton, Glasgow, Belfast, Cherbourg and Hamburg
Allotment of Cabins on Atlantic steamers held here and through tickets issued
Early reservation necessary.
Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG—MANILA SERVICE.

From Hongkong	Due Manila	From Manila	Due Hongkong
Oct. 15	Oct. 17	Empire Asia	Oct. 20
Oct. 23	Oct. 25	Empire Canada	Nov. 3
Nov. 12	Nov. 14	Empire Russia	Nov. 17

Passenger Department: Central Tel. 702. Cable: CANPAC
Freight and Express: Central Tel. 42. Cable: SAUTILLUS



HONGKONG—SAN FRANCISCO LINE

Via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA
and HONOLULU.

Connecting at San Francisco with Southern Pacific,
Santa Fe & Western Pacific Railroads.

Sailings from Hongkong

S.S. "TAIYO MARU"

(22,000 Tons Displacement)

will be despatched

Wednesday, October 1st, at Noon.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

The only direct service between Orient and South

America via Japan, Hawaii, San Francisco,
Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

ANYO MARU Oct. 18th
BOKUYO MARU Dec. 8th

Y. TSUTSUMI, Manager.

Agents at Canton: Kings' Building,

Messrs T. E. GRIFFITH LTD. Tel. No. C. 2374 & 2376.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong:

Ship	Route	1st	Oct.
S.S. TEUCER	via Suez Canal	11th	Oct.
S.S. EURYLOCHUS	via Suez Canal	21st	Oct.
S.S. CITY OF RANGOON	via Suez Canal	31st	Oct.
S.S. KOSMO	via Suez Canal	31st	Oct.

* Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at
Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE OF THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON; HOLYOAK, MASSEY & Co. Ltd., CANTON

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Prospect" ... Due Hongkong 25th Sept.
Leaves Hongkong 29th Sept.

JARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH
BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Manila, Cebu and Zamboanga.

U.S.S.B. "West Carmona" ... Due Hongkong 23rd Sept.
Leaves Hongkong 25th Sept.

To Manila, Singapore, Zamboanga & Cebu.

U.S.S.B. "West Cajoot" ... Due Hongkong 15th Oct.
Leaves Hongkong 16th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building,
General Agent for Phone Central No. 3008.
Japan-China-Philippines. G. P. BRADFORD, Res. Agent.
Canton, Straits & Java.

PACIFIC SHIPPING.



REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

LONDON SERVICE

(Direct.)

AUTOLYCUS 6th Oct. Marseilles, London, Rotterdam & Hamburg
HELENUS 13th Oct. London, Rotterdam & Hamburg
PATROCLUS 21st Oct. Marseilles, London, Rotterdam & Hamburg
DARDAIUS 25th Oct. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

KT. TEMPLAR 1st Oct. Marseilles, Havre, Liverpool & Glasgow
TYGEUS 20th Oct. Genoa, Marseilles, Liverpool & Glasgow
KEEMUN 1st Nov. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

PHILOCTETES 14th Oct. Victoria, Seattle & Vancouver
TALTHYRILS 8th Nov. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

TEUCER 1st Oct. Boston, New York, Baltimore via Suez
EURYLOCHUS 11th Oct. Boston, New York, Baltimore via Suez
CALCIAS 10th Nov. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

MENTOR 16th Oct. for Shanghai
PATROCLUS 21st Oct. for Singapore, Marseilles & London
MENTOR 17th Nov. for Singapore, Marseilles & London
HECTOR 16th Dec. for Singapore, Marseilles & London
TEIRESIAS 29th Dec. for Singapore, Marseilles & London
SARPEDON 27th Jan. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all Information Apply to—

BUTTERFIELD & SWIRE
AGENTS.

SERVICE TO NEW YORK.

NEW YORK and or BOSTON
via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.

AGENTS

4, Des Voeux Rd. C. H.K. & S'hai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478.

EXPENSIVE HOBBY.

Described as a walking arsenal by the Dover magistrates, Kikuchi Tatsuo, a Japanese, was fined £90 and costs last month for importing three pistols, eight revolvers, and 577 rounds of ammunition. All the weapons were fully loaded. The man said he collected pistols and that he was a student at the School of Economics at Birmingham, and was staying in London. The magistrate told him that the collection was against the law; he replied that he was not aware of that. The fine was paid, and the firearms and ammunition were kept by the Customs authorities.

VACANCIES FOR AIRCRAFT APPRENTICES.

Two examinations for the entry, in January 1925, into the skilled trades of the Royal Air Force of over 500 boys will be held on October 17 and November 4.

BURGLARS' DRUG SPRAY.

A gang of burglars who broke into two Cardiff houses during the night are believed to have sprayed the rooms with a drug. Bedrooms were ransacked and money stolen from clothing while the occupants slept. In one of the houses a usually alert watchdog slept during the burglary.

CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship, "PRES. McKINLEY," having arrived from Manila P. I. on Sept. 22nd. 1924 Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed & damaged cargo is to be left in the godowns where it will be examined at 10 a.m. on Sept. 26th, 1924, by the Company's Surveyors, Messrs. Carniball and Clake.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 29th Sept. 1924, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board. Emergency Fleet Corporation. Agents.

ADMIRAL ORIENTAL LINE.
4, Des Voeux Road.
Hongkong, Sept., 22nd, 1924.

P. & O. S. S. Co.

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Straits, Colombo, Australia,
Bombay, Egypt,
Mediterranean Ports and
London.

Through Bills of Lading Issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamer "SUDAN" Capt. G. G. Randall carrying His Majesty's Mails will be despatched from this port on or about WEDNESDAY, the 1st Oct., 1924, at Noon taking Passengers & cargo for the above Ports. Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. on the day previous of sailing. The contents and value of all packages must be declared.

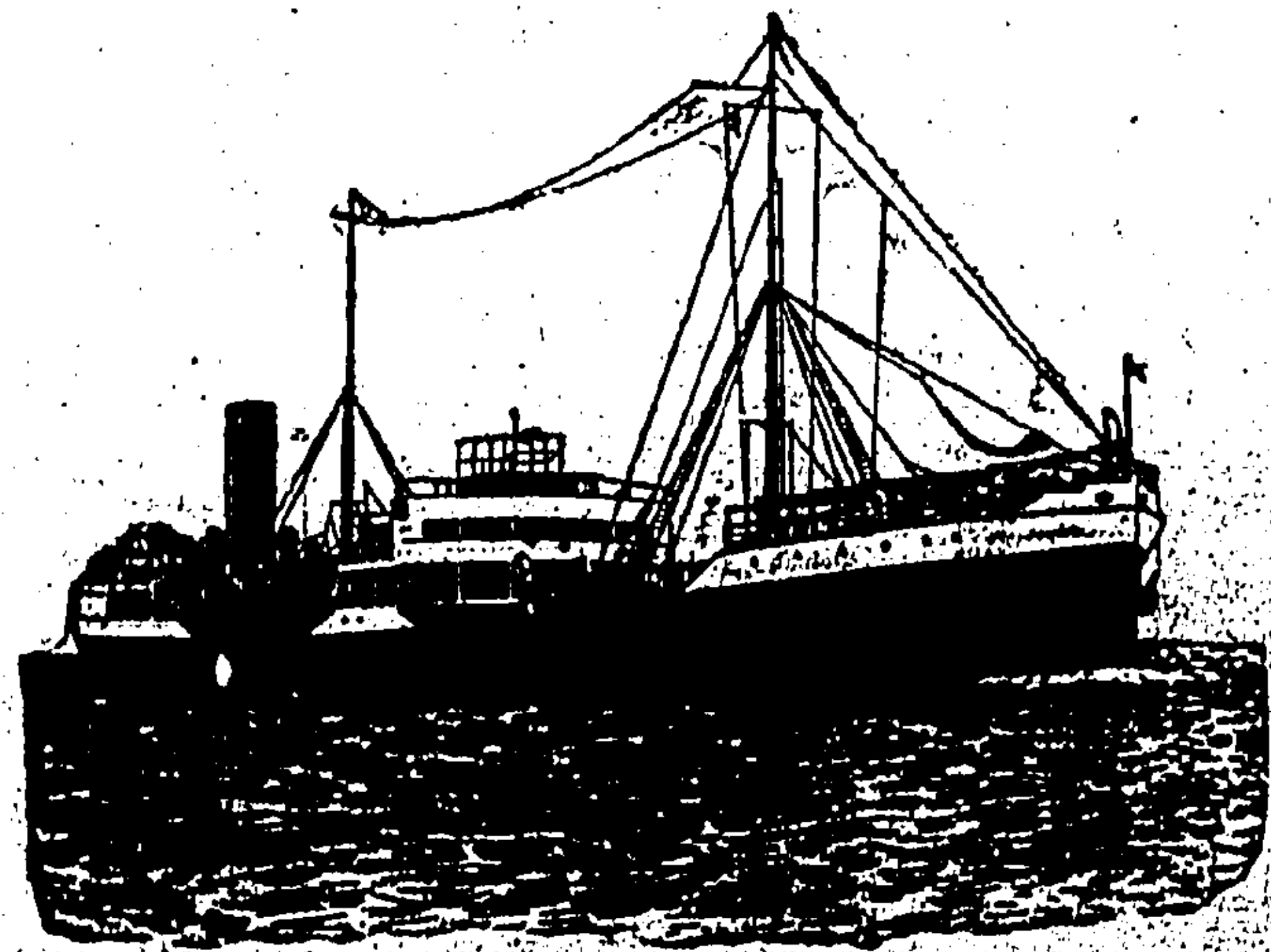
For further particulars, apply to—
MACKINNON, MACKENZIE & CO., Agents.

Hongkong, Sept., 24th, 1924.

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HONGKONG STORM SIGNAL CODE (Local)

Revised on 1st June, 1920

TYPHOON SIGNAL.

DEPRESSION SIGNAL.

Time

Signal

Latitude

Longitude

Direction

Radius, etc.

SALE SIGNAL.

Time

Signal

Latitude

Longitude

Direction

Radius, etc.

SALE SIGNAL.



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CAMERA NEWS



SCOUTS, VOLUNTEERS AND MARINES.—The International Settlement at Shanghai presents a very animated and warlike scene these days. Here we see a Scout, a Volunteer and two British naval men, ready to take up active defence of the International Settlement should the need arise.



BARBED WIRE ENTANGLEMENT.—This picture shows the barbed wire entanglements erected by the Defence Forces in Shanghai to enable them better to control the situation, should a retreating army endeavour to enter the Settlement.



THE WAR ON THE TWO FRONTS.—Many anxious looks have been concentrated on Liuhoo and Wangdo, where very serious fighting has taken place between the Kiangsu and Chekiang troops. These pictures give some idea of the operations. The first picture shows the guard at St. Catherine's Bridge keeping out refugees; the second shows the wounded being carried on stretchers at Nanzhang; and the third shows Chekiang troops marching into action at Liuhoo.



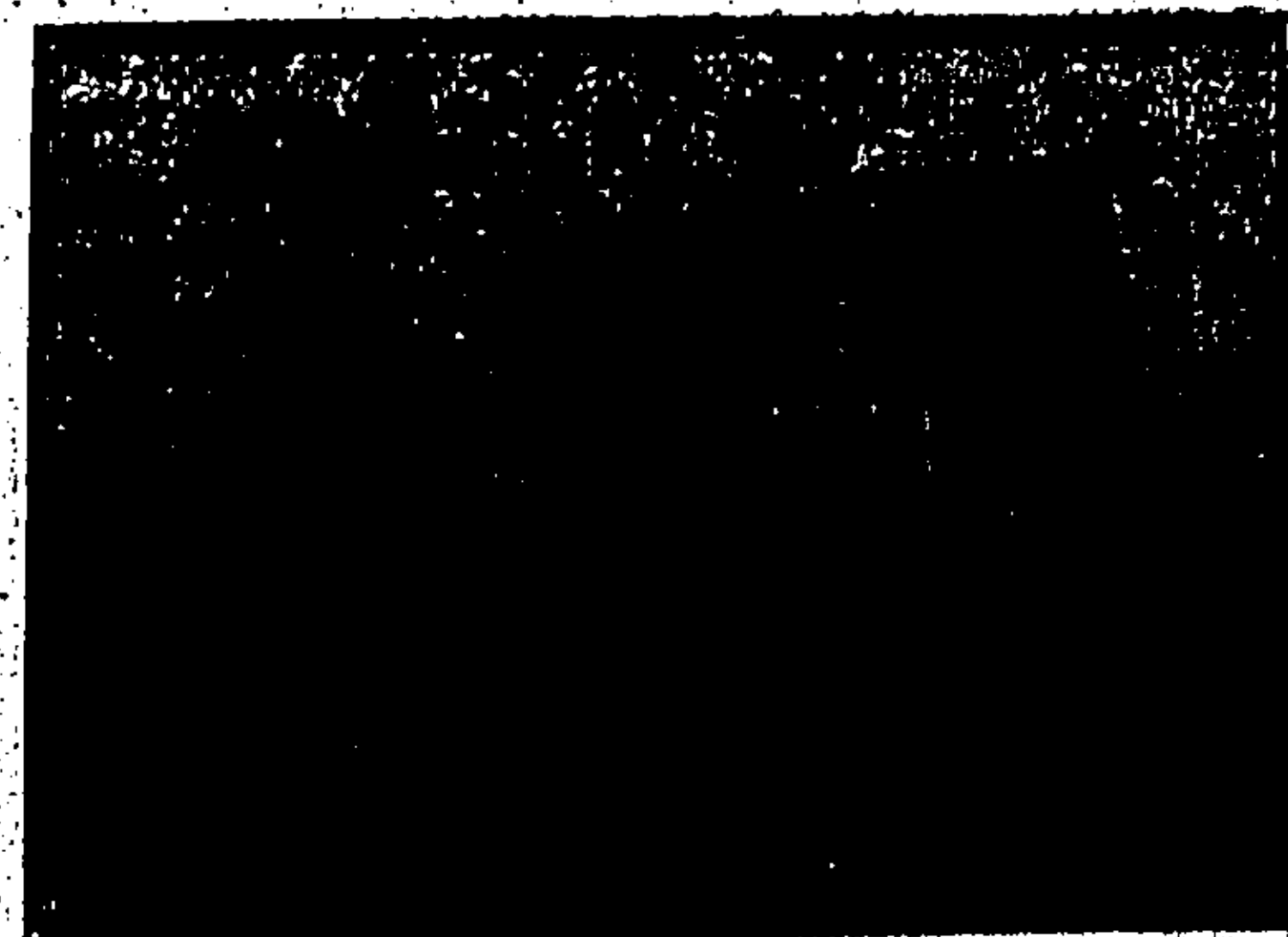
SHANGHAI KILTIES.—Two Scottish Volunteers are here seen on duty at Shanghai.



SCENE AT LIUHO.—The Red Cross under Dr. Wong, attending to the wounded Chekiang soldiers at Liuhoo. Note the supplies of Hospital requisites and ammunition in the background.



GUARDING RAILWAY CROSSING.—Part of the British sailors, who are posted at the Shanghai-Hangchow Ningpo Railway crossing near Jessfield Park. Note the two Lewis guns on the ground.



COMMANDEERED BUILDING.—Chekiang troops sheltering in a commandeered building at Liuhoo. Red Cross supplies and ammunition piled up together, are seen in the right hand corner of the picture. Useless wheelbarrows are stacked up in the left hand corner.

UNIVERSITY LIFE.

The Poor Student in London.

What sort of person (says Mr. H.A. Spiers in the *Sociological Review*) is the "poor student" in London University? In Paris, I take it, the typical poor student is the promising youth who comes up from the provinces on an exiguous allowance from a thrifty—poor parent (or all-but-poor parent). Arrived in the capital, he herds with others in poor hotels in the Latin Quarter, and since it is a segregated quarter in the city, he meets his fellows constantly in the cheap restaurants, cafe life, in the streets and the Luxembourg Gardens: he gets community life, he forms connections (as our young men do at Oxford and Cambridge), he gets into touch with the worlds of politics, journalism, letters, art; and if he is a young man of talent he makes good his footing in one or other of these spheres. In any case he has two or three stimulating years, with incalculable effect on his after life.

The typical poor student in London is a different sort of person altogether. There is no thrifty poor parent, and no subsidy, however small. The young man of intellectual promise, in all but comparatively affluent classes, is expected by the traditions of Anglo-Saxon life to maintain himself from the earliest possible moment. So the London equivalent of the Paris student just described is to be found, I fancy, in the youth who comes to London to earn his living in some small job, a city clerkship, or even more typically a minor post gained through examination in a Government office, and who becomes an evening student at the University, say at Birkbeck College or the School of Economics. There is no University Quarter in London, and generally speaking it is not even possible for a poor man to live within the city itself, except in a slum. So he lives scattered in dull lodgings in remote suburbs—Shepherd's Bush, or Tufnell Park, or Catford—and gets the very minimum of association and of that stimulation of city life which a University Town ought to offer to its students.

Appropriately enough, an old motto of Birkbeck College, now the officially recognised college for Evening University Education in London, is "magna civitas, magna solitudo." If there is any class of its student population to which London owes a duty, and for whom something ought to be attempted in any University re-organisation, it is surely this.

NEW SCHOOLING.

The Way of the Future.

On the Continent educational reformers are advocating a new type of school, the so-called "new school."

"Pull down the schools!"—one of the leaders of the modern revolutionary school has said—"pull down the schools, and substitute for them growing-places for the young!" In this slogan we have a concise expression of the views of the reformers. "The school should be an institution for the one purpose of giving the young freedom to attain the fullness of physical and mental development. The school should be the child's own school, not the grown-up's school—not the school of the Family, the Church, or the State. It should be the task of the school to help the child to realise its objects, not to co-operate in realising the objects of the grown-

COLOUR OF THE SEA.

Causes and Their Effects.

Although sea water is apparently colourless, when small quantities are viewed, it has been definitely established that its real colour, like that of air, is blue.

Near land the sea is usually greenish or leaden, for the rich marine blue is chiefly associated with very deep water. In one particular "arm of the sea" the tint is commonly brown, yellowish, reddish, or chocolate; in fact, any other colour but the one that we love, writes a contributor to a Home Journal.

Variations in the colour of the sea are caused by the vast amount of fine dust that is always floating in it. The minute particles, which are brought down to the sea by the rivers, are too light to settle amidst the continual movement of the waves, and so remain in suspension. According to the composition of the dust, different rays of the sun's light are reflected, thus giving rise to a variety of colour effects. Round our shores the tiny specks are often made of sand, giving a yellow tint, which combines with the natural blue of the water to produce the familiar greenish shade. In the Mediterranean Sea, famous for its rich colouring, the suspended dust-specks are very abundant and variegated, and bring about the most brilliant and delightful result.

PHOSPHORESCENT FISH.

A very small organism called the Noctiluca occurs in swarms round the British coasts, and is chiefly responsible for the phenomenon of phosphorescence in sea water. Some types of stinging jellyfish round our shores also emit a feeble light, and phosphorescent matter is present in decaying fish, which gives beautiful nuances to the water, often making it appear at night like liquid silver.

Seaweeds, floating just below the surface, give a very pronounced brown hue to shallow water, but fleeting colour effects are chiefly caused by reflection of the colour of the sky.

Turner has faithfully copied some of these marvellous effects of light on the English seas. Not a few people, however, consider that his colours are exaggerated; but they should go to the Bristol Channel, where Turner painted many of his pictures, if they would realise the beauty wrought by the sunlight and the clouds on the water.

At sunset the whole sea can often be seen changing to a glowing crimson or a glittering gold.

ups—whether of the Family, the Church, or the State.

The objections to the educational ideals of the new school are obvious, and Dr. Schepelern in Tilschorn feels constrained to ask whether these ideals did really originate in a desire to give children the best possible education. This doubt is reinforced by the fact that the ideals were first realised in post-war Germany. The main objection to the new school, in Dr. Schepelern's opinion, is that it rejects the only task the school alone can perform, viz., the task of instructing the young, and in places of this assumes a responsibility which the schools, at least under existing social conditions, cannot bear, viz., the responsibility for the child's education.

Dr. Schepelern thinks, nevertheless, that the new school will have something to contribute to the school of the future, and that meanwhile it is doing useful work in investigating the psychology of the child.—Ex.

PHANTOM CAB.

"Growler" That Reappeared.

Some days ago, as I came from the Temple into the Strand, an exclamation from my companion made me look down towards Ludgate-circus. It was evening, and there was a lull in the traffic.

"What on earth—?" said he. "By all the gods, a hansom!" said I.

And that was the blunt truth. It came blundering towards us and with it came something that seemed as remote as the Middle Ages. The fantastic shape of the cab, the aged face of the cabman, the ridiculous whip, the slow-moving horse—all those things held us speechless. And there was a pathetic appeal. There was a taxicab rank quite near us, to which we glanced shamefacedly. Had we summoned a taxicab that horse and its old driver would have haunted us. We should have been traitors. "We can't miss this chance," said I.

He held up his hand to the driver, who if he experienced any surprise concealed it. We got in.

We are much of an age, my friend and I, and I am sure he saw what I saw—a street of twenty-old years ago, hansom and four-wheelers, with their lamps glowing. I am sure he heard the chiming of hoofs long silent.

Boarding the hansom was in itself an experience. One has forgotten what it felt like. We sat down and the doors shut upon us. There we sat, gazing out over the top of glass that let down in case of rain, and how one had to communicate with the driver through a tiny trap-door in the roof.

Irreverent girls tittered as we passed them. Men pointed us out to each other. But we were both still rather overawed. Taxicabs buzzed by, but we did not envy them their speed. We were realising how pleasant it was to go at this pace once more—jogging along with time to look at buildings and faces, and something of gentlemanly leisure and dainty stealing over one.

The jingle of the harness was very pleasant after the snorting and rasping of motor engines. We began to imagine what fun it would be to engage this man every now and then. We were both sorry when we reached the address we had given. We got out, and while I fumbled in my pocket I looked at the driver. I thought his eyes had a queer expression.

We watched him drive away into the twilight. One had an eerie feeling that he was driving back into a time so easily forgotten now; that he was not quite human; that the whole adventure was a strange dream.

Anyhow, there we were on the pavement, and he had disappeared. It is difficult not to believe that he was the phantom driver of a phantom cab.—Cor. in Daily Express.

TUBE CHANGES.

Comfort on the Underground.

A new type of car is about to be introduced on the London Underground Railway, embodying a number of improvements intended both to increase the comfort of passengers and to facilitate freedom of movement. The new car is roomier than that at present in use and has more seats, and in particular more cross seats. It is possible to seat as many as 24 passengers in this way. Some space has been saved by a rearrangement of the double doors. In the new cars there will be only two pairs of doors, but they will be of somewhat greater width, so as to allow of the passage of a fuller volume of people. Better arrangements are made for ventilation. There is also better lighting.

The "strap-hanger" has not been forgotten. He will no longer swing to and fro by a flexible leather loop which tightens uncomfortably about the hand in proportion to the strain put upon it. In its place he will find a suspended handle of aluminium, with no tendency to rot or rust, which he grips it. The metal is not bare, but is coated with a black composition, which is pleasant to the touch. This can be washed so it also has a hygienic advantage over the greasy strap. The seats in the new cars are more comfortable than those in the old cars. They are upholstered in moquette, and the buffalo hide arm-rests are fitted to them.

DAIRY FARM NEWS.

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For the little spent on Ice
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AFTER MALARIA

His Doctors Recommended
DR. WILLIAMS' PINK PILLS
"My Health Improved
Enormously."

Malaria sufferers do not need to be told how badly this disease runs them down. Many are left so debilitated after malarial attacks that they feel robust health and strength will never be theirs again. It is for the information and encouragement of those that Mr. J. E. Wyssinghe, book-keeper to Messrs. Walker Bros., Colombo, allows the following statement of his own personal experience to be published.



"Whilst tea-planting at Ratnapura I fell a victim to malaria," Mr. Wyssinghe says. "I had continual attacks and was constantly under doctors' orders. Finally I left the district and re-

turned to Colombo in the hope of getting better health there.

"The physician I consulted in Colombo, a very eminent man, advised me to try a course of sea baths and to take Dr. Williams' Pink Pills. I found almost from the commencement the pills did me good. Then the fever left my system, my nerves which had been shattered gave me no more trouble, my general health improved enormously. I still take Dr. Williams' Pink Pills whenever I am a little run down and have found them an ideal tonic."

It is by purifying, enriching and increasing the blood stream that Dr. Williams' Pink Pills for Pale People build up the health, restore lost strength and energy, revitalize the nerves, eliminate the causes of indigestion, rheumatism, neuralgia and anaemia. Equally good for women as for men, they are world famous as a specific for the special ailments of the weaker sex. Your chemist sells them, or post free, \$1.50 per bottle \$3.00 for 6 bottles, from the Dr. Williams' Medicine Co., 60 Kings Road, Shanghai.

MAN AND WIFE BOTH 100.
Mrs. Sophy Taylor, of Hillside House, Chesham, Kent celebrated her 100th birthday last month. Her husband completed his century in April last. They have been married for 63 years, and are the oldest couple in England. There are two sons aged 60 and 63 and a daughter of 68.

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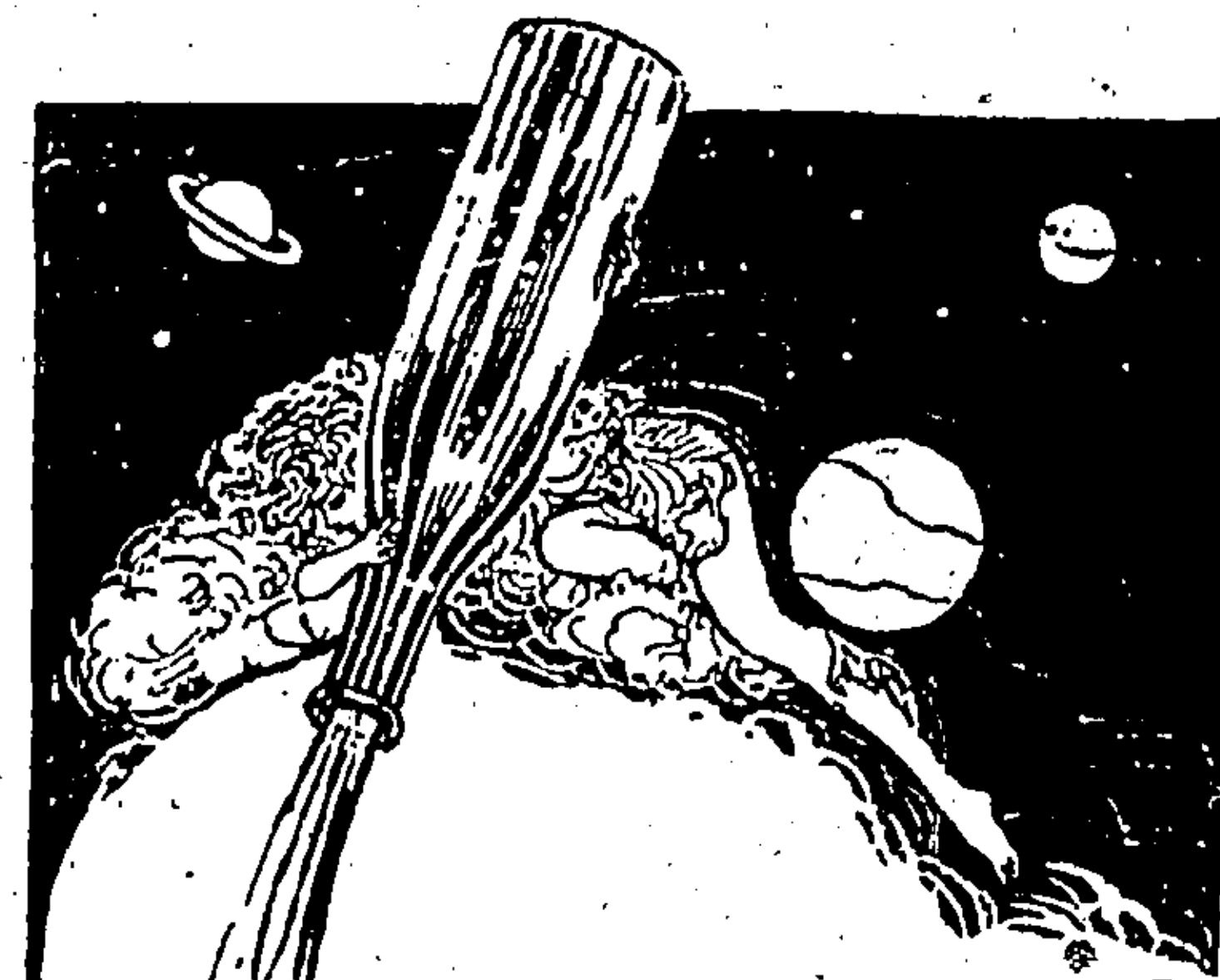
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order a supply to-day?

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& CO., LIMITED.

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ECHO AND SILENCE

In cloying course when leaves began to fly,
And Autumn in her lap the store to strew,
As 'mid wild scenes I chanted the muse to woo,
Through glens untrod, and woods that frown'd on high,
Two sleeping nymphs with wonder mute I spy!
And, lo, she's gone!—In robe of dark-green hue
Twas Echo from her sister Silence flew,
For quick the hunter's horn resounded to the sky!
In shade affrighted Silence melts away,
Not so her sister.—Hark! for onward still,
With far-heard step, she takes her listening way,
Bounding from rock to rock, and hill to hill.
Ah, mark the merry maid in muffled play,
With thousand mimic tones the laughing forest fill
—Sir Egerton Drydges.

THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

Regular Freight and Passengers Service for Bangkok, Hongkong, and return.

	Expected on or about	will leave for Bangkok on or about
M.S. "Sintang" (2777 tons)	7th. October	13th. October.
S.S. "Banka" (1084 tons)	8th. October.	13th. October.

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COPENHAGEN.

The M. S. "AUSTRALIEN"

will be loading for Dunkirk, Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian ports about 29th. of September 1924.

Further Sailings:—	Expected on or about.	Will leave homeward bound on or about.
M.S. "Java"	27th. September	5th. November
M.S. "Panama"	16th. October	...
M.S. "Afrika"	16th. November	...
M.S. "Malaya"	10th. December	...
M.S. "Annam"	1st. January	...
M.S. "Australien"	2nd. February	...

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TUCHER BEER

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SUN YAT-SEN AND MR. MACDONALD.

BITTER COMPLAINT TO LEAGUE OF NATIONS.

The following is from the Canton Gazette:

Shui-kwan, September 24.—President Sun has today despatched the following telegram to Monsieur Molle, President of the Fifth Assembly of the League of Nations, now in session at Geneva: "In view of Mr. Ramsay MacDonald's disquisitions on the independence of Georgia and international peace and justice at recent sessions of the Assembly of the League of Nations, it may possibly interest the League to know that on 1st September I protested to Mr. MacDonald against the delivery to my Government of an ultimatum which threatened hostile British naval action in the event of my Government taking the necessary measures to suppress a rebellion at Canton instigated by imperialist and reactionary interests. To this protest Mr. MacDonald has not replied."

I understand his silence to mean that British policy in China will continue to express itself in acts of imperialist intervention and in support of counter-revolutionary activities against the national movement which aims at the establishment of a strong and independent China.

It is no wonder that after assisting rebels and reactionaries in Canton, Mr. MacDonald goes to Geneva to champion the cause of the counter-revolution in the Republic of Georgia in the guise of an "honest broker" scented Caucasian anaphtha.—Sun Yat-sen.

FOOTBALL.

CHARITY MATCH.
In the charity match in aid of the Flood Relief Fund to be played on the Club ground, Happy Valley, to-morrow, kicking off at 5 p.m., the following players will represent the two teams:

South China.—Lau Hing-cheung; Lu Yuk-lai, Chun So; Lam Yuk-ying, Leung Yuk-tong, Wong Sui-wai; Pang Kam-wing, Tsai Ping-fan, Wong Pak-chung, Li Wai-tong and Chan Kwong-lu.

Club.—Rodger, Gerrard (Capt.), Bishop; Muir, J. Stewart, Hill; W. Stewart, Forsyth, Howard, Evelyn and Key.

Reserve: Buxton.
The Hon. Mr. Kotewall has kindly consented to kick off.

FLYING CLUBS.

Grants For Machines.

Ten light aeroplane flying clubs are to be established in or near industrial centres in England under financial assistance by the Government—probably next year.

In an announcement recently the Air Ministry stated that a representative will shortly visit likely centres to discuss details of the scheme. Municipal and county authorities will be asked to help in the formation of these clubs.

Each club will receive an initial grant for the provision of approved types of light aeroplanes, and an annual grant for two years towards the expenses of maintenance and the purchase of material and spares.

The club will be required to put up financial or other contributions to at least an equivalent amount. The Air Ministry will also make a grant in respect of each member who qualifies for a private pilot's license on club aircraft.

ROMANCES OF THE SEA.

The Wonders of Salvage.

It is estimated that in ships and cargoes £5,000,000 is lost annually in British waters. The effort to recover part of this sum has led to the invention of ingenious devices and been the inspiration of most daring feats. The devices and the daring—the human brain and the human spirit—are pitted against Nature in the active and ruthless strength of her great waters; and it is the varied, thrilling, and romantic struggle that makes the subject of Mr. Masters' book on the wonders of salvage, just issued by Messrs. Lane.

The aim of the salvor is to raise to the surface something that is under water, and that something may be treasure, documents, a battleship of 24,000 tons, or, most thrilling of all, yet breathing men imprisoned in a sunken submarine. In the limited space of a review the salvor must be presented as the man who dives, but he would be the first to acknowledge his debt to the scientific investigators—who have slowly discovered general laws and to the practical thinkers of his own craft who employ that general knowledge in advising him as to the solution of his particular problem.

WATER RESISTANCE.

How does the ordinary man who can swim and take a header conceive the water? Its resistance is inconsiderable—enough to give leverage; if he has tried surf bathing he knows he cannot fight the rollers; but in his experience it is quiet enough under water; if he could breathe he could swim the longest bath, and he might assume that as the diver carries with him an appliance for breathing his task primarily demands patience. These conditions do not apply to the diving of the salvor. At 300 feet—an insignificant depth in comparison with the abysses—water is almost solid; it takes a concentrated effort to lift a hand. And, as likely as not, on the coasts where ships go down this huge weight of water is flung about by violent currents—a ship may be covered in sand or mud in a few hours. In no long time she will have ceased to be a ship. The passenger has to ask his way about a great liner; the diver has to find his own with the risk that doors may slam with the current behind him and upon his air pipe. But she does not remain a liner. Take this from the account of the Laurentic, from which in the end the salvors recovered almost the whole of her five millions of bullion:—

SQUEEZED FLAT.

"The sheer weight of the water above her was crushing her flat, squeezing her into a shapeless mass just as you might crush a lily in your hand. Moreover, she was full of silt and mud."

Once more the winter gales played havoc with the wreck, and next spring the divers found that the treasure was lost under a mass of twisted plates and girders. Imagine a street of lofty houses, then imagine that all the buildings were pushed suddenly down into the centre of the road, and you will arrive at some faint idea of what the ship looked like. Great girders were bent into all kinds of strange shapes; iron bars thick as a man's wrist were twisted into fantastic curves."

To be raised to any purpose a sunken ship must be brought to the surface almost as quickly as a drowning man—thence several thrilling stories of salvage in the war, during which a ship was worth more than many men. "After this rather exciting episode," continues the author sedately, after describing how a diver sud-

denly found himself pulled from his investigations by his life line and dragged along by an irresistible force until at length he broke the surface: the salvor ship had sighted a submarine and run for it. For his own safety the diver should have been raised to the surface slowly—stopping every so many feet to do physical exercises designed to prevent the formation of bubbles of nitrogen in the recompression chamber to reproduce the conditions, and we infer that he recovered."

PIRATE JUNKS.

This book is to be recommended for what it tells of the ingenuity of the scientist, of the acumen and enterprise of the expert in charge of the operations, and, above all, of the courage, resource and pertinacity of the diver. But apart from all that, it contains tales which make Blue-books of sensational magazines. You at length raise your treasure in Chinese waters; you hurry to the top of an island (there is an island in all good stories) to get water for your exhausted diver, and you see just in time the approaching sails of pirate junks. Some of the stories are macabre; you dive to recover secret orders from a sunken German submarine; you find them in a stiffened hand protruding from a conning tower. As the submarine plunged to her doom the cover had slammed on the firm of the commander riding himself of his papers. Boys books? What of the boy Moore, thrice and four times fortunate, who was experimenting with his home-made set of wireless long before it was a common-place to do so, and picked up and passed to the naval stations on his own transmitter the S.O.S. call that he alone had heard—the call from the floating telephone of a sunken American submarine? Sharks? Certainly; though they are not of much account. If a shark persists in disturbing you at your work you signal up for a knife, hold out your hand as bait, "just as you hold out a bone to a dog," and stab the brute as he turns.—Times.

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these mornings? Fresh and fit, or dull, depressed and ill-tempered? If the latter most probably your liver is to blame, for which trouble Pinkettes are the ideal remedy. As gently as nature Pinkettes stimulate the liver,

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CROCODILES AND FATALISM.
A distressing tragedy is reported from Pinassan on the Kinabatangan River. An Orang Sungeni, named Sagab, took his two little sons, aged 8 and 5 years respectively, into the river to bathe. After they had finished bathing the father put them on the bank while he himself went into the river. As he was splashing about, he felt what he described as a "wave" rush past him and looked up to see both little boys disappear in the jaws of a large crocodile, he being powerless to assist. The native is, of course, eminently a fatalist, and it is doubtful if this sad event will in any way discourage others from bathing in what is probably the most crocodile infested river in the country.—British North Borneo Herald.



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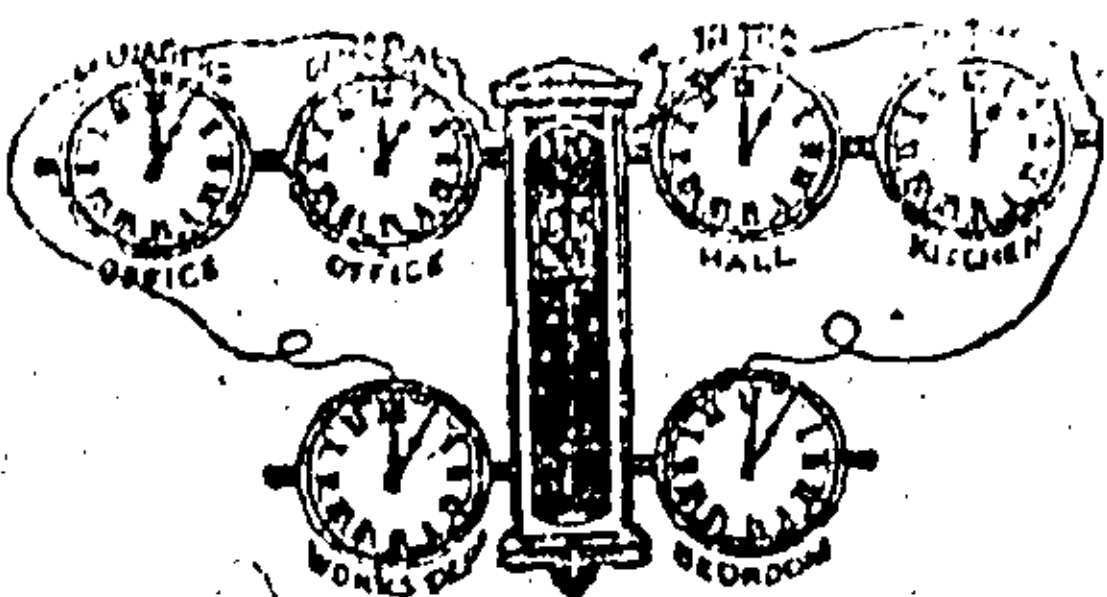
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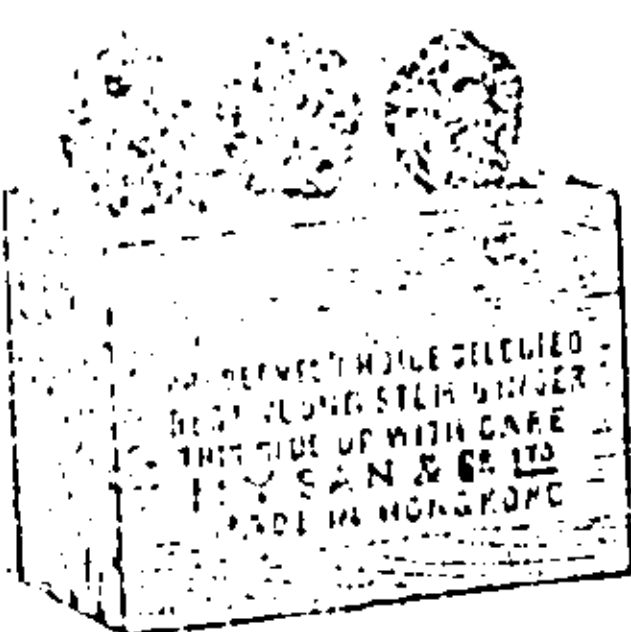
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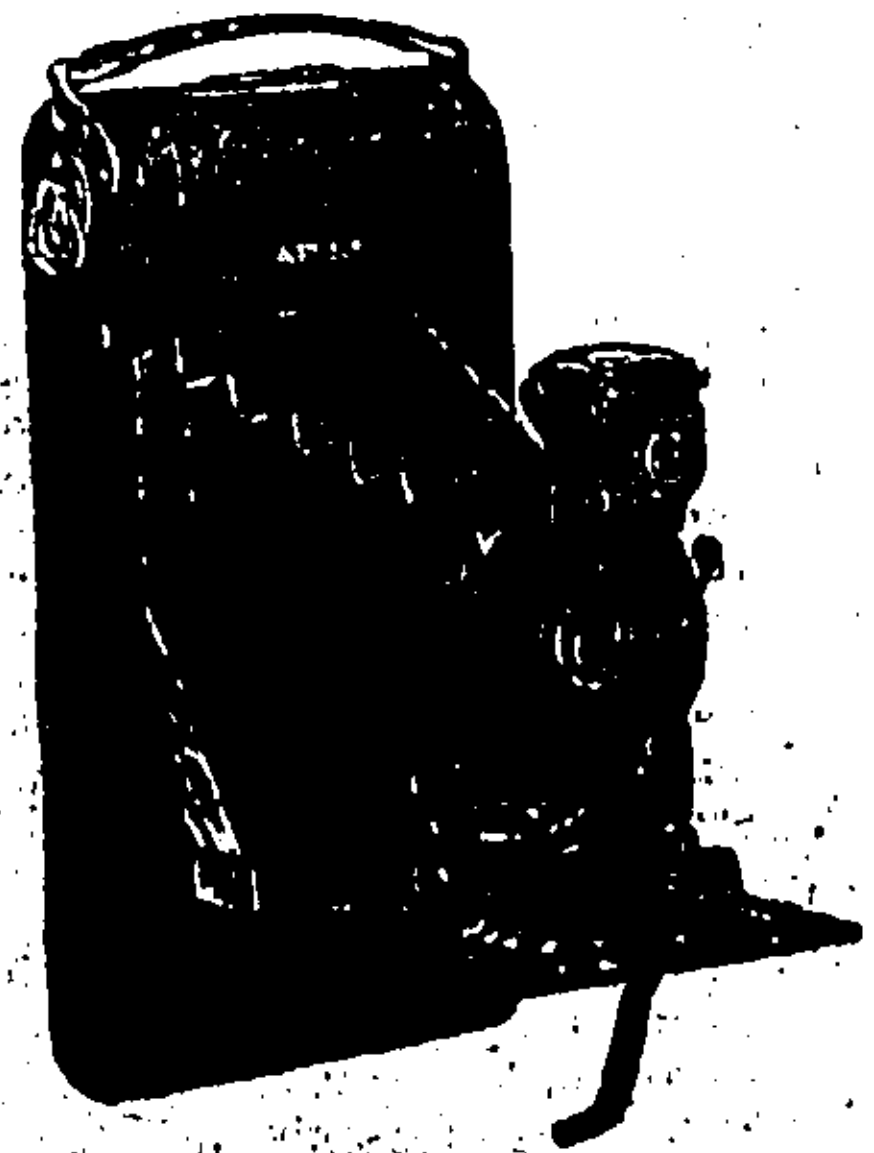
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HIGHWAY ROBBERY.

STRANGERS' EXPERIENCE.

Before Mr. F. W. Hamilton at the Kowloon Magistracy yesterday afternoon, three men were charged with being concerned in a highway robbery in which a married woman was victimised and robbed of a sum of money, nearly \$100, including 704 rupees.

Against one of the men the police offered no evidence and he was discharged. Opening the case for the prosecution, Inspector T. Murphy said that the victim in the case was a woman who, with her two children, had only recently arrived in the Colony from Rangoon, where she was born. She came to Hongkong with her husband with the intention of leaving the children here to be educated and then return to Rangoon again. They stayed at No. 1 Tai Nam Street, Shunshui. The woman was in the habit of carrying her money and valuables in a canvas belt around her waist.

Tied to a Tree.

On the 13th inst. she left her home with her two children, who were suffering from skin disease, and was taking them to Kip Shek-ni at about 10 o'clock in the morning. When they had reached a spot not far from the neighbourhood where an Indian constable shot a Chinese recently, she took the two children up a valley about half a mile from the road to bathe them in a small stream. When she arrived at the water, she found that a number of coolies had gone there for the same purpose. The men later left and when she herself was in the act of leaving three came up to her. Among them was the first defendant, who was identified as one of the men who produced a dagger. The second defendant was not identified either by the woman herself or by any of the other witnesses. One of the robbers produced a piece of string and tied her hands behind her back with the other end of the cord fastened to a tree. Two of the men produced daggers while the third kept guard over the two children. The two men removed her girdle and then disappeared up the hill side.

No Report Made.

After the other robber had followed his colleague, the woman was released by her children. She went home and nothing happened till the following night. The husband, who had left the house and gone to Hongkong on the same evening as the robbery, returned the next day and the woman made a report to him.

On the 13th the police received certain information from a man who was charged in connection with the robbery but discharged at a previous hearing. This man made a statement and produced a jacket and one of the rupees stolen. Acting on the information of the accomplice, the police raided an unnumbered house near the Tai Po Road. On entering the house the police found both the defendants there. The second defendant was found lying on a bed behind the front door. When the detective went in the man is alleged to have put his hands into one of his pockets and taken out seven one-hundred rupee notes and put them on the bed. These, the detective seized. The chief tenant of the house would say that the second defendant was the only person who slept on the bed. The first defendant was found in the back of the house, and was arrested. Together with the defendants about ten others were taken into custody but had since been released.

On the afternoon of the 13th the police, noting on information furnished by the accomplice, tried to locate the woman who was victimised, but without success. Every endeavour was made and they went as far as post notices to the effect that a robbery had been committed and the police were searching for the complainant. It was not till the morning of the 15th, when the husband went out to consult a friend as to what steps he should take—his himself being a stranger and not knowing the customs of the Colony—that he saw one of the notices, and noting on this he went to the police.

Informers' Evidence.

The woman later gave the police a list of the articles she had lost and produced a letter which bore a chop identical to that on the rupee notes.

At the identification parade one of the boys even picked out the informer as having taken part in the robbery.

Evidence was then called. The informer said that he was present at the robbery and saw

PROPERTY SALE.

FIVE HOUSES DISPOSED OF.

Messrs. Lamert Brothers disposed of five houses in one lot yesterday afternoon at an auction held in accordance with the orders of the mortgagee.

The property in question was Section D of Island Lot No. 101, having an area of 2,400 square feet, and held under Crown lease for the residue of 999 years dating from January 1844, with a yearly Crown rent of \$11. Property standing upon this lot comprises Nos. 49a, 49b, 49c, 49d, and 49e, Peel Street, Victoria, all of which are three-storey buildings in a good state of preservation and in occupancy.

After enlarging on the excellent situation of the lot, the auctioneer opened the bidding at \$75,000 and stated that he was prepared to receive bids of \$100 up.

There were less than 20 persons present and of these apparently only three felt disposed to continue when the upset price had been announced. The first of these came in with a bid of \$500, which quickly lifted the original sum to \$76,000. It took exactly a minute to reach \$100 more, and another minute for an extra \$300. Another rise of \$100 brought the price to \$76,800, which was responded to by the most persistent operator with a \$200 bid. Here it remained for three minutes, and nothing further being called the lot was knocked down to Mr. Y. Cheuk-sing, a merchant residing at 68 Bonham Strand, for \$77,000.

RUSSIA AND CHINA.

DR. SUN YAT-SEN'S
RECENT TIRADE.

The following letter, over the initials "R. V. W.," appears in the Canton Gazette:

In an interview published in the Canton Gazette on September 8, 1924, Dr. Sun Yat-sen said with reference to the remission of the Boxer Indemnities, that "this sudden manifestation of 'charity' is due, in the first place, to the success of the Russian Revolution, which has set to China an example of how a nation may free itself from the shackles of foreign aggression and injustice."

In order to keep the record straight may I call attention to the fact that the remission of the Boxer Indemnities was begun as far back as 1908, when the Government of the United States of America took the first step in that direction. This was long before the Russian Soviet revolution, so that it is quite incorrect, so far as the United States Government at least, is concerned, to say that the success of the Russian Revolution influenced the Americans in deciding to remit their share of the indemnity to China.

It may also not be out of place at this time to point out with respect to the so-called Union of the Soviet Socialist Republics and their relations to China that Mr. Kharakan, the Russian Soviet representative in Peking, has put himself on record to the effect that the Government he represents still considers itself a co-signatory of the Protocol of 1901—that is the Boxer Protocol which Dr. Sun has declared is the charter of imperialism in China.

CRICKET.

FRIENDLY MATCH.

The Volunteers will play the Chinese Recreation Club at Causeway Bay at 2.15 p.m. on Saturday. The following will represent the H. K. V. D. C. in their first match of the season:—E. J. B. Mitchell (Capt.), A. C. I. Bowker, G. R. More, H. E. Hollands, D. E. G. Nicholson, J. Finnis, W. J. Hope, H. M. Howell, G. B. Vallack, L. D. McNeill, C. S. Fitzroy Lloyd. A bus will leave H. K. C. C. pavilion at 1.00 p.m. sharp. This is the first time since the war that the Volunteers have been able to put a team in the field, and it is hoped that supporters from the Corps will turn up in strong force.

everything that took place. Witnesses gave a rupee and a jacket to a Chinese detective. Another man, Tang Fat, gave the jacket to him. He paid 40 cents to a certain man for the rupee. The first defendant took an active part in the robbery, but the second defendant only appeared to be watching. Witnesses took no part in the robbery. After further evidence, the case was adjourned.

STOLEN SUGAR.

FIVE PEOPLE SENT TO
GOAL.

Seven boat people charged with the theft of 11 tons of sugar, valued at \$2,000, and with receiving same, were brought up on remand before Mr. R. E. Lindell at the Central Magistracy yesterday afternoon.

The complainants, Messrs. Jardine Matheson and Company, were represented by Mr. R. A. Wadsworth. There were three solicitors (Messrs. Leo d'Almada, C. A. S. Russ and D. H. Blain) engaged in the defence.

At the outset the Magistrate discharged two of the female defendants, who were cooks, on account of insufficient evidence, leaving three women and two men. The women are the mistresses of three different cargo boats.

The evidence of the prosecution was that on August 22nd, the police raided the three boats at the Causeway Bay anchorage while the defendants were engaged in transferring sugar from one bag to another. The sugar, one hundred and ten bags in all, had been stolen from four junks and had been taken aboard the defendants' boats. There was a stampede when the police arrived, and in the confusion one of the male defendants attempted to escape by a small boat. He was ordered to row back, however, the police firing two shots into the water to frighten him.

The defence of the women was that they were engaged by three unknown individuals to carry the sugar to ships in harbour, and owing to the unfavourable weather they proceeded to the Causeway Bay typhoon refuge, intending to ship the cargo the next morning. The men simply denied the charges.

The Magistrate convicted one of the women for theft and the other defendants for receiving stolen property. The women and one of the men were sentenced to three months' hard labour, while the fifth man got two months.

At the close of the case the women entreated the Magistrate to release their boats.

His Worship said the boats would be released when they had served their terms.

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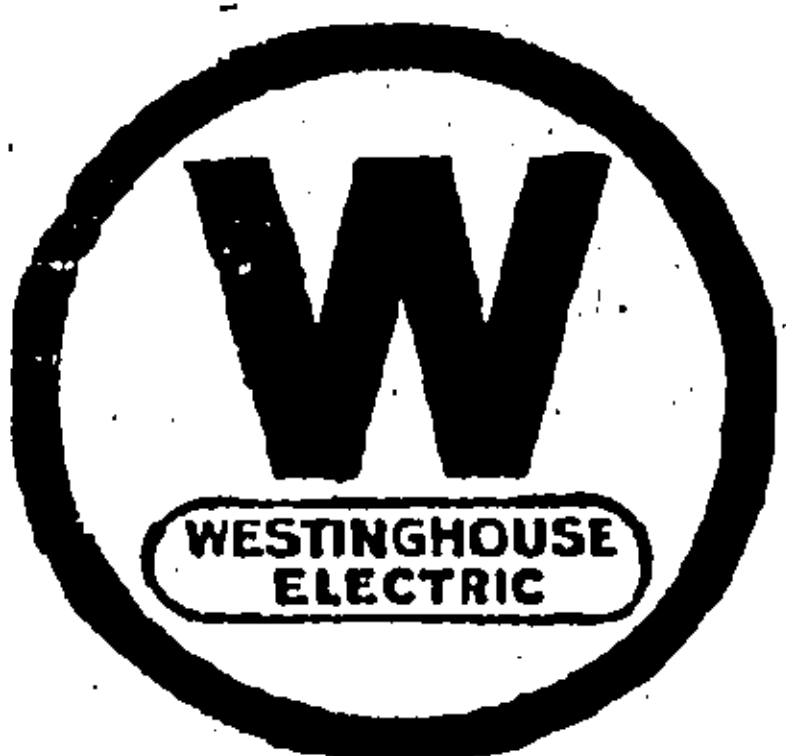
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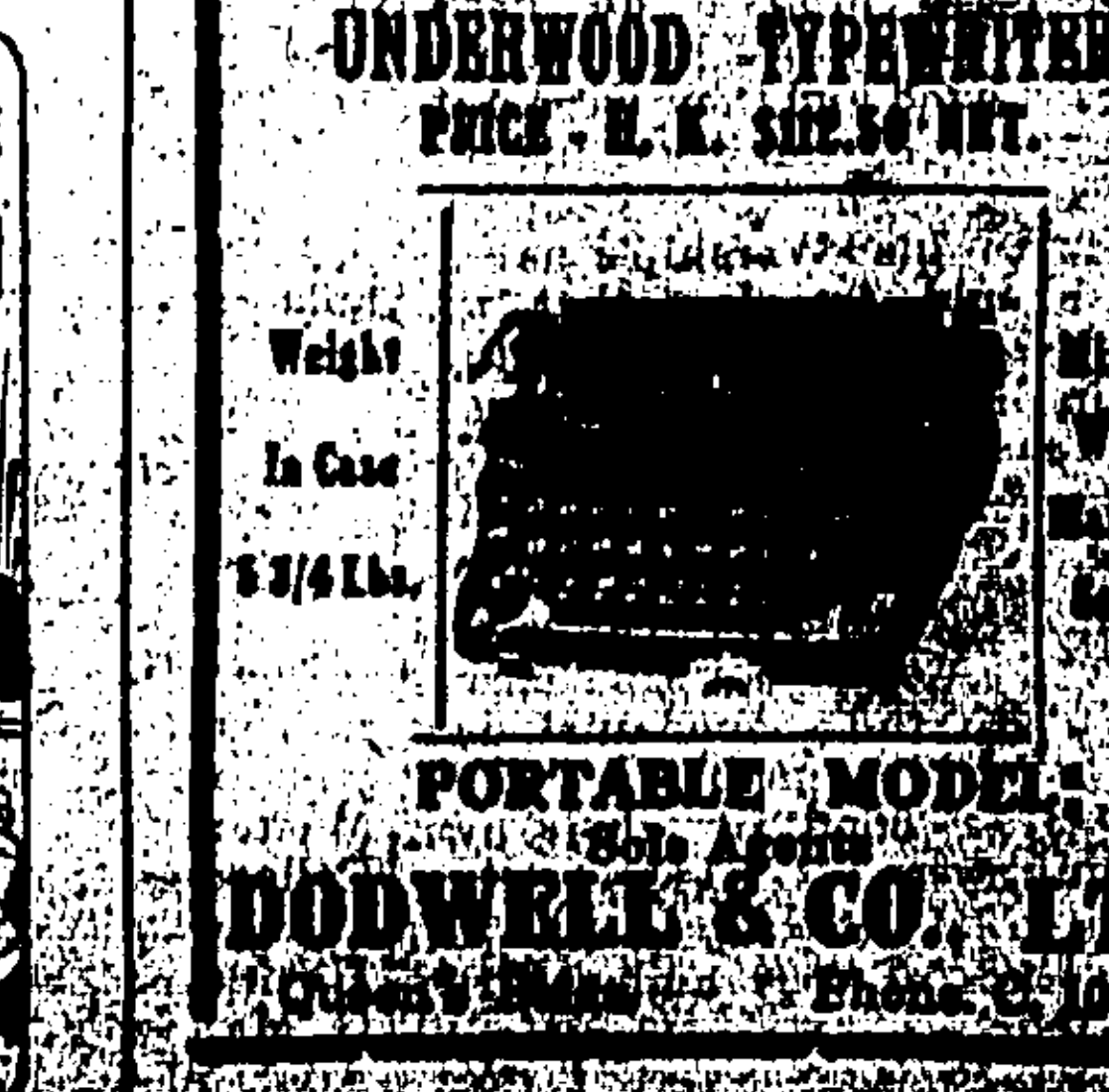


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EARLIER TELEGRAMS.

GREAT FLOOD IN RUSSIA.

Leningrad, Sept. 25.
Hitherto nineteen deaths are recorded in the floods caused by the rise of the Neva which are the most disastrous since the great floods of 1824. Serious damage has been done to factories, the electricity station, the central aqueduct, telegraph office zoological gardens, the university, the customs house and theatres.

The death toll is comparatively small owing to people having been warned and taking timely refuge in the upper storeys of their houses.

Troops, firemen and the students' corps are participating in salvage work. The electricity, telephone and telegraph services have been restored and a partial tramway service is running. The railway service is normal. Free food kitchens for children have been opened.—*Reuter*.

[The Neva is a river about 40 miles long flowing from Lake Ladoga to the Bay of Cronstadt, in the Gulf of Finland, passing through Leningrad. It carries to the sea an enormous volume of water. Its width varies from 4,000 feet to 180, and in places the navigation is embarrassed by reefs and rapids. It is frozen on an average from the end of November to the middle of April.]

PROHIBITION AND PREFERENCE.

New York, Sept. 25.
The Neptune Association, consisting of American deck officers, has filed a suit in the Federal District Court, which will be heard on September 30th, to test the constitutionality of the Anglo-American Liquor Treaty and Mr. Weeks' injunction, and to prevent the Cunard Line from bringing liquor within the United States jurisdiction. The suit requests the Court to compel the seizure of all liquor aboard British ships regardless of the Treaty, which is described as a violation of the Eighteenth Amendment and the Prohibition Act. The complaint alleges that in consequence of the Cunard ships being allowed to carry liquor, passengers prefer to travel thereby between America and Britain instead of on American vessels where prohibition is enforced and makes the operation of the American vessels unprofitable.—*Reuter*.

ANGLO-GERMAN COMMERCIAL TREATY.

London, Sept. 25.
Reuter learns authoritatively in London that the breakdown of the conversations at Berlin is not regarded as final. The conversations were of a preliminary character to enable the respective representatives to prepare a full report on the possibilities of drawing up a final Anglo-German commercial treaty. Neither side had authority to pledge its Government to any particular course.

Mr. Fountain, the Assistant Secretary of the Board of Trade, proceeded to Berlin last Saturday merely to assist the British Embassy. The conversations began on Monday and were not expected to last more than three days at the outside.—*Reuter*.

THE FRENCH BUDGET BALANCED.

Paris, Sept. 24.
At a Cabinet meeting, the Finance Minister announced that the Budget for 1925 will be completely balanced and will comprise all permanent expenses of the State. These will be covered solely by taxes and normal resources of the Budget.—*Havas*.

THE CHINA WAR.

Peking, Sept. 25.
After a meeting of the Diplomatic Body, not including M. Karakhan, the following memorandum was sent to the Waichiaoou and Chang Tso-lin this afternoon by Herr Oudendijk: "The outbreak of hostilities in China makes it probable that the commanders of the various military forces will make extensive use of aircraft in the conduct of their campaigns. The heads of the Legations in Peking, although resolved not to interfere in anywise in this regrettable conflict, nevertheless deem it necessary to point out to Your Excellency that they view with the gravest concern the use of this weapon against other objectives than the military forces in the field, fortified places, or naval units."

"Dropping bombs from aeroplanes on undefended towns is not only an act of wanton destruction but a crime against the peaceful population. It is a well known fact that accuracy in dropping bombs is practically unattainable and that any attempt to hit a given building must inevitably involve the greatest risk for all buildings and residents in the immediate neighbourhood of the objective."

"In the city of Peking not only are there situated the Legations of the friendly Powers, but its walls enclose numerous palaces, temples and other historical buildings, which are rightly considered monuments of great value in the history of the civilization of mankind."

"Dropping bombs from aeroplanes on towns and villages can have no possible military value but only cause untold misery and suffering to numbers of inoffensive non-combatants, and cause the destruction of priceless monuments. Moreover, the lives and properties of foreign nationals, who are taking no part whatsoever in the actual conflict and who intend to maintain an absolutely neutral attitude in this domestic quarrel, will be put in grave and constant danger."

"For these reasons the heads of the Legations feel it their duty to make this appeal to Your Excellency and while giving expression to their satisfaction that the intention was made known to afford full protection to the lives and properties of foreigners, they trust that no air attacks will be made endangering the lives of their nationals."

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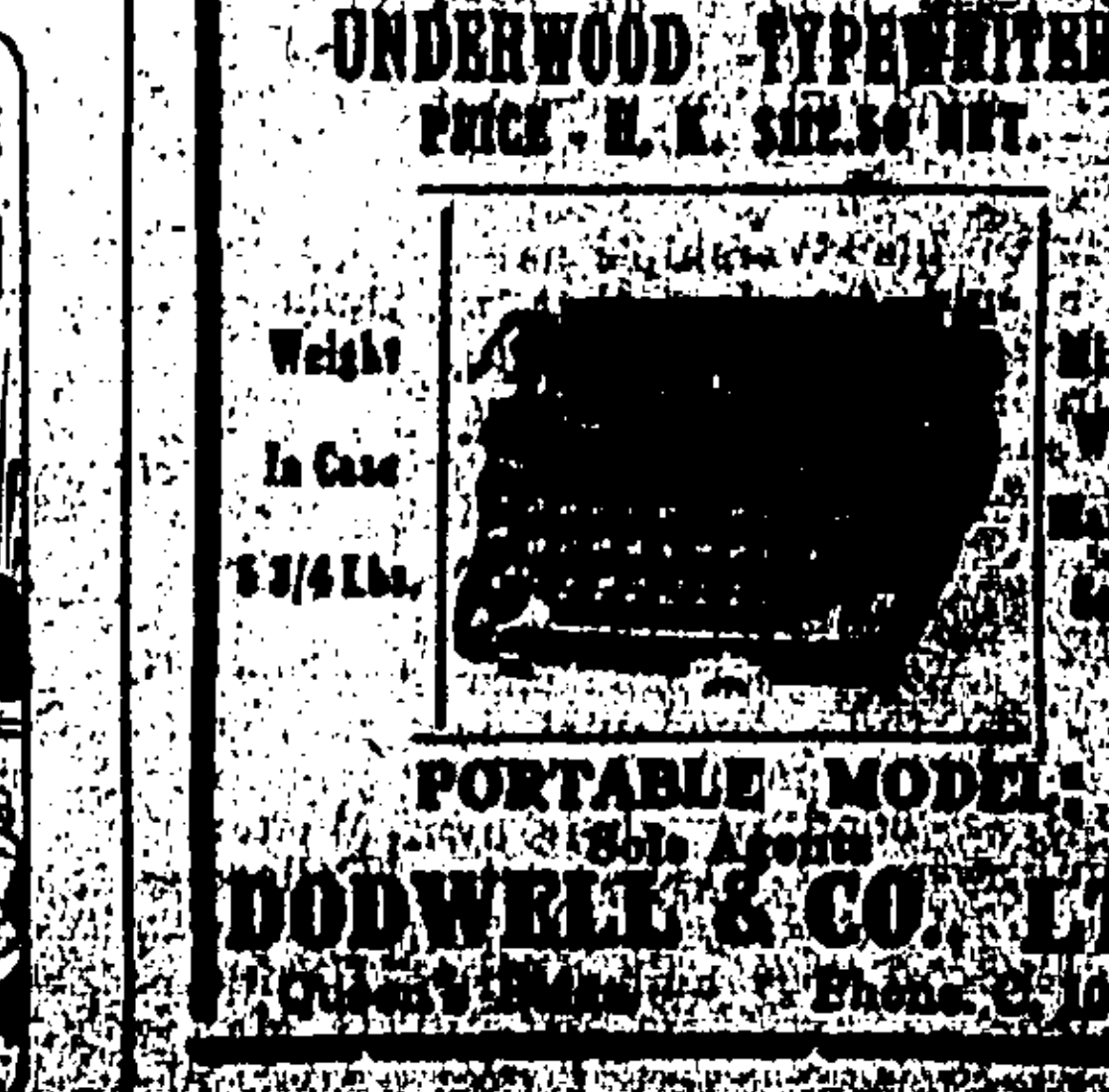
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CLOUDS ON MARS.

Paris.
According to the *Martin* astronomer observing Mars from a special observatory on the Jungfrau, have detected clouds on the planet, indicating that it is surrounded by an atmosphere.

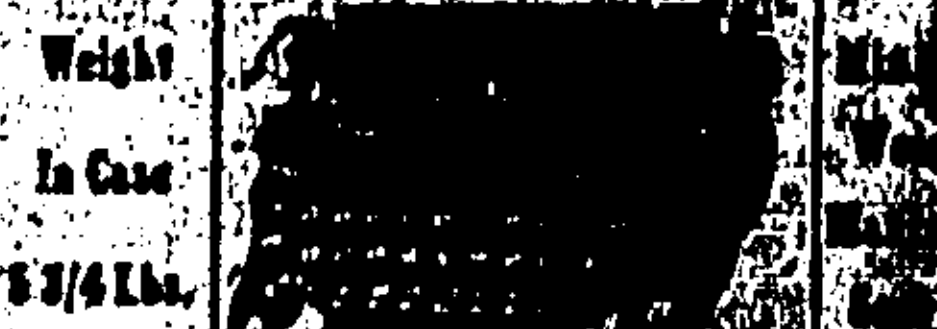
"Should, however, foreign lives be lost or property destroyed as a result of such attack by aeroplanes on the capital or on any treaty port, they would feel obliged to hold the authority who ordered the attack strictly responsible therefore.—*Reuter*.

Tientsin, Sept. 25.
Lansien was bombarded by Chang Tso-lin yesterday. An attempt to blow up the Lan River bridge failed. Shanhaikuan experienced its usual daily bombing, fifty pound missiles being used.—*Reuter*.



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TALK GOOD BUSINESS.

When someone talks bad business
Someone stops buying.

When someone stops buying
Someone stops selling.

When someone stops selling
Someone stops making.

When someone stops making
Someone stops earning.

When someone stops earning
Everybody stops buying.

THOSE FRAUD CHARGES.

BAIL AGAIN REDUCED.

Still another reduction in the security held against the appearance of Lo Shu-fan and Charles Kent, on charges of forgery and fraud, was made by the Magistrate, Mr. R. E. Lind-sell, when an application came before him this morning in consequence of the inability of the prosecution to have completed its case for a date to be fixed for the hearing of the charges.

Mr. M. K. Lo, who had been instructed to prosecute, intimated that he was asking for another week's remand, on the ground that the case was very complicated, and the Crown Solicitor did not let him know of his position until yesterday. It was impossible with the time at Mr. Lo's disposal to proceed with the hearing, the preparation of the evidence being in the hands of the Crown Solicitor, and it was primarily a Crown case. Both defendants were on bail and it was too much to expect him (Mr. Lo) to appear to conduct the prosecution in a very complicated case in so very short a time. It was not as if the question of meeting his friend on the matter of bail was being considered.

Mr. Lo then said he had been instructed to appear for the complainant, who, he understood from the Crown Solicitor, was Mrs. Wong Tak-yin.

Mr. Davidson:—What about the other complainant, Mr. Ho?

Mr. Lo:—I am instructed by him also.

Mr. Lo said that it was necessary that he be supplied with information relative to this case. In a certain sense his firm knowledge of certain statements primarily in connection with the civil action before the Supreme Court.

Mr. Lo went on to state that his brother, Mr. M. W. Lo, had been in early consultation on the case, and the reason why earlier proceedings were not taken was that before the witness, Ho Sai-lok, had been brought into the case, Mr. M. W. Lo had not thought the other informant's (Wong Tak-yin's) statements sufficient to go on.

Mr. Davidson, said that the detectives thought otherwise and arrested his clients, which his brother did not think sufficient. However, this all happened before it was known that Ho Sai-lok, a self-confessed forger, signed a statement for the first of persons who would be merely convicted as his accomplices.

Mr. Lindsell:—Do you appear to Ho Sai-lok as well, Mr. Lo?

Mr. M. K. Lo:—I am afraid I have that pleasure, certainly. (laughter).

Mr. Davidson said that in view of this fresh remand, he had to apply for a reduction of the bond for the defendants to \$100 each, to be given on their own recognizances. If the prosecution was unable to proceed with the case on its coming up again next week, he would ask his Worship to discharge the defendants.

Mr. Lo said he could only say that this charge was not being frivolously brought. He should imagine that one week was sufficient to prepare his case. Since the defendants had found a personal bond and they were out, he thought any further reduction unnecessary, but would leave the matter to his Worship's hands. He should imagine that the charges were of such a nature that in ordinary circumstances a \$100 bond on the defendants' own recognizances would be inadequate.

Mr. Davidson said that he had given the Court repeated assurances. In the defendants' own interests they should be given this \$100 bond on their own recognizances.

His Worship reduced the bail to a bond of \$500 and security for each.

The bail fixed for the defendants comprised a bond of \$500 put up by the defendants' own recognizances.

MAJOR ZANNI.

RESUMING FLIGHT TO-MORROW.

On making enquiries this morning, we learn that there is distinct possibility of Major Zanni resuming his flight round the world to-morrow.

He is now in receipt of a telegram from Shanghai giving more favourable news regarding permission to land at that port, the Argentine Consul in Shanghai reporting that he hopes everything will be in order by to-morrow.

Major Zanni, who was still slightly indisposed yesterday, is much better to-day, and has intimated that he proposes leaving here for Foochow sometime to-morrow morning. As to the exact hour of his departure, that has not yet been decided upon.

NORTH CHINA WAR.

COMBINED MOVE ON JEHOL.

Shanghai, Sept. 26. A Mukden message says the Fifth Army, under General Wu, is advancing south-west from Kailu, its objective being Chinghsien and Changping. The Second Army, under General Li Ching-shan, is advancing south-west, its objective being Kien-changhsien. The final objective of the combined armies is Jehol.

General Feng is reported to be moving towards Hongfengkow, but more probably to Kupeehow, which is the old line of the proposed Railway.

Japanese local newspapers report that Morgolla is sending a force to Chang's aid.

Chang states that he has come to a satisfactory agreement with the Soviet. —Reuter.

BEING WOUND UP.

PEOPLE'S SAVINGS CORPORATION TO LIQUIDATE.

Although the concern had met with success during its three years in active business, the directors of the People's Savings Corporation, Limited, Hongkong, decided, at the meeting held at the China Buildings office of the Company yesterday, to wind up voluntarily the business.

Mr. Kong E. Sun, one of the directors, informed a Telegraph representative that the Company had been established over three years and had advanced money against satisfactory security. It had been the intention originally to launch out into a large bank but directors, in view of the present stagnation of trade, had come to the conclusion that the time was inopportune for such developments. They were influenced in their decision by their manager the Hon. R. H. Kotewall who has signified his desire on many occasions to resign his position owing to the pressure of his public duties and he had expressed himself as being unwilling to undertake the management if the directors decided on expansion.

All the share and debenture capital will be returned in full, together with interest of 8 per cent. per annum on the shares and 7 per cent. per annum on the debentures. It is also anticipated that there will remain a surplus which will be divided between the shareholders and debenture holders.

FOOTBALL.

The following will represent the Queen's College Past Pupils in a football match against the Masters and Pupils of Queen's College at the College Ground at Causeway, on Saturday:—Y. Ho-chiama; Lo Fung Cheung; A. G. Mahomed; S. A. Ismail; Y. M. Adal; Y. A. Mahab; Lai Siu Lun; Ip Kau; K. All-Mooden; A. A. Humjahn; and J. S. A. Curran. Reserves:—S. Chutaka; and A. B. B. B. B.

SERIOUS RIFT WITH TURKEY.

DEVELOPMENT OF THE MOSUL DISPUTE.

London, September 25. A serious situation has arisen in connection with the Anglo-Turkish dispute as regards the sovereignty of the Mosul vilayet in Mesopotamia. This is one of the questions on which an amicable settlement was not reached at the time of the signature of the Treaty of Lausanne, and it was reserved for subsequent negotiation, with a provision for ultimate reference to the League if necessary. The Turkish Government, despite the application of this provision last week, has presented a note to Britain complaining of the alleged British troop movements on the Turco-Iraq frontier.

A message from Geneva shows that Lord Parmoor created a sensation to-day by reading the British reply, in which a strong protest is registered against an invasion by armed bodies inside the area administered by the British, also within the old administrative boundary of the Mosul vilayet. Bodies left behind showed that the invaders included Turkish regulars, and evidence is available of Turkish disregard for the status quo at the time of the signature of the Lausanne Treaty. He said the Iraq police and local levies had been forced to retire as recently as September 22nd to Amadia.

Lord Parmoor said the retirement was accompanied by the flight on horse of the Assyrian Christians and large numbers of Iraq tribesmen. Lord Parmoor emphasised the Government's solemn protest before the League at this intentional, flagrant violation of the treaty. Meanwhile, he stated, the British authorities at Iraq were authorised to take all necessary action to prevent the invasion and infiltration by Turkish forces of a nature to entail serious unrest and bloodshed.

Fethi Bey, who followed Lord Parmoor, disputed the British view as regards the frontier, declaring that it was assumed that the fate of Mosul had already been decided in favour of Britain, which Turkey disputed. —Reuter.

London, September 25. With reference to the Mosul situation, it is officially learned in London that there have been two Turkish raids into Iraq, one last week and one on Sept. 22nd. British aeroplanes participated in repelling the invaders. —Reuter.

DUTCH TROOP'S "GOODNATURED INDISCIPLINE."

THE PRESENCE OF AGITATORS ADMITTED.

Amsterdam, September 25. Later news from the military camp at Ede shows that although there is no question of a mutiny proper, there is apparently some indiscipline, seemingly of a good-natured character. For example, when an officer ordered soldiers drinking in a publichouse to return to camp they invited him to drink, which he did in order to prevent disorder.

The movement seems to have been instigated by ringleaders who have terrorised the soldiers. It is believed that five hundred cartridges which disappeared from the shooting ground are in the hands of the ringleaders. The discipline of the artillery is good. The authorities have taken measures to prevent further disturbances. —Reuter.

NEW LAWYERS.

TWO MORE ADMITTED.

Two new solicitors, both of whom are joining the firm of Messrs Wilkinson and Grist, were admitted to practice in the Supreme Court this morning by the acting Chief Justice (Mr. H. H. Gompertz). They were Mr. Geoffrey Bruce Hett and Mr. Graeme Sisson Hugh-Jones.

Their admission was moved by the Hon Mr. C. G. Alabaster, K.C. Referring to Mr. Hugh-Jones, Mr. Alabaster said that he was 24 years of age and was educated at the Royal Naval College, Osborne, and Dartmouth. He now held the rank of Lieutenant (retired), having left the Navy in April, 1920. Mr. Jones passed his final examination in 1923 and was admitted as a solicitor in London in February of this year.

His Lordship, enrolling him, expressed the hope that his career would be a satisfaction to himself and a prosperous one. Mr. Hett, Mr. Alabaster told the Chief Justice, was 25 years of age and was educated at Matlock and Oxford. In 1917 he joined the Royal Air Force and for his gallantry he was awarded the Distinguished Flying Cross. He passed his final law examination in March this year and was admitted to the Roll in June last.

His Lordship, admitting him to practice, said: "You have my best wishes for the success of your career."

BELGIAN LEGATION APPOINTMENTS.

Brussels, Sept. 25. M. Le Maître De Warrens, Counsellor of the Legation, has been appointed Belgian Minister at Peking, replacing M. R. Kervel, who has been appointed Minister at Berlin.

N.Y.K. TROUBLE.

SHANGHAI STAFF RESIGNS.

Shanghai, Sept. 26. The Nippon Yusen Kaisha's Shanghai staff, with the exception of the Manager, has resigned en bloc. —Reuter.

ANGLO-GERMAN TRADE.

Berlin, Sept. 25. The German Ministry of Trade resumed negotiations with Mr. Fountain this afternoon in connection with the proposed Anglo-German commercial treaty, but the position is unchanged. Mr. Fountain leaves, homeward bound, to-morrow. —Reuter.

ABERDEEN MURDER.

CHINESE CHARGED TO-DAY.

The man arrested in Aberdeen harbour following the murder by armed robbers of a boat-woman, was charged by Detective Inspector Earnar, at the Central Magistracy to-day. The officer asked for permission to drop the charge of attempted armed robbery, and to proceed with the other one of murder.

In an outline of the case, Inspector Earnar said the crime uttered by the woman attracted a number of boat-people to the spot. The defendant was seen to swim a short distance from the boat and he was hemmed in by a number of hawkers' boats and kept there until the police arrived. When arrested he was clinging to the rudder of a boat. It was not known whether the other man who was alleged to have been concerned with the defendant in the case, was drowned when he took to the water in consequence of an alarm being raised. His Worship remanded the defendant formally for to-morrow.

MOTOR CYCLE ACCIDENTS.

TWO SERIOUS MISHAPS.

Two motor-cycle accidents occurred yesterday, the victims in both cases being seriously injured.

The first case occurred in Wanchai Road, where a machine driven by Revenue Officer Pearce knocked down a small boy, and injured him in the head and face.

Mr. R. O. Keon, of the Public Works Department, whilst riding a motor-cycle at Pokfulam Road, knocked down a small boy near the Pump Station and was himself also injured when he fell off his machine in an attempt to avoid the boy. Both were taken to the Government Civil Hospital, but Mr. Keon was not detained at the Hospital after his injuries had been dressed.

At Hunghom, a third accident occurred, a Chinese child being knocked down by a motor bus belonging to the China Company. Fortunately the injuries received by the child were of only a superficial kind, and it was not thought necessary to keep the victim in the Hospital.

MACAO NEWS.

HONGKONG AIRMAN TO FLY.

(Our Own Correspondent).

Macao, Sept. 25. The local Government has granted permission to Mr. A. H. Rowe, of Hongkong to fly over Macao and afterwards carry out certain stunts on October 4th, 5th and 6th. The airman will take up passengers willing to accompany him, and the proceeds from the tickets will go towards the Santa Casa do Misericordia and the Chinese Hospital.

It is gossiped that the concessions to the Radio Company and the Macao Film Company have been revoked by the Executive in Lisbon. It is believed that this is due to certain irregularities in the contracts which will most likely be made good.

CHINESE GENERAL'S DEATH.

A LOSS TO DR. SUN.

The death of General Tang Chi-yao, of Yunnan, will deprive Dr. Sun Yat-sen of his expected Lieutenant-General. Military Governor Tang Chi-yao of Yunnan was believed by Dr. Sun to be willing to help him when facing the same danger of a possible Peking victory through the auspices of Generals Wu Peifu and Chi Hsiob-hui in arms against Generals Chang Tso-lin and Lu Yung-hsiang.

The death of General Tang, if it is true, will transfer the Province of Yunnan into another Szechuan, a province without an influential leader capable of directing the whole situation but divided into many principalities each headed by a War Lord and all trying to outdo one another. General Tang's death may make the repatriation of the Yunnanese mercenaries now in Canton easier, and they may take this opportunity to effect a return to their old home.

Mr. Liao Chung-hoi, outgoing Civil Governor at Canton, having declined the appointment of Dr. Sun Yat-sen to take over the financial responsibility in Canton, Mr. Goo Sheung-kin has been asked to accept the post. Mr. Goo will act as Secretary of Finance of the General Headquarters, Commissioner of Finance of Kwangtung, and Commissioner-General of the Constitutional Army.

To prevent Dr. Sun Yat-sen from turning over the arms he recently seized from the Canton Merchants' Volunteers to his newly-organized Red Army, also known as the Labour Corps, the leading mercenary troop, commandant General Yang Hsiang-shan, and his Chinese allies, have asked that General Tang be given the arms. —Reuter.

TYPHOID CAUSES.

MORE INFORMATION WANTED.

We have received the following letter for publication:—

Sir,—The majority of the Hongkong public will be in agreement generally with your leading article on typhoid causes which appeared in yesterday's issue; especially when read in conjunction with your articles in last Tuesday's issue, "Dairy Farm Milk" and "The Manly Way."

You state that the Health authorities prefer to deal with the question in a general rather than a specified manner—which you imagine will not satisfy the public. I do not entirely agree with you in this, but I do think the public generally is far from satisfied; and, what is much more to the point, those who have to be considered very especially are the members of the public who have suffered; which suffering has been brought about by the neglect and inefficiency of some body or bodies, public or private. I write as one who has been very much interested.

At the Sanitary Board Meeting of 29th. July last, the M.O.H. stated that "as the majority of those infected had their milk from the Hongkong Dairy Farm, attention was early directed to the milk supply being the cause of the epidemic. The Hongkong Dairy Farm derives its water supply from Pokfulam reservoir, and the water is unfiltered. It is true that the Dairy Farm Co. has its own so-called filter, but this is in reality a strainer, and water passing through is no better than the water brought to the apparatus. The Dairy Farm has ample means at its disposal for sterilizing water by boiling, but it has been admitted that for the cleansing of one important apparatus unsterilized water had been used." The italics are mine.

This is a specific indictment. Immediately thereafter, the Dairy Farm Farm Co., in letters to the press, gave a general but rather indefinite denial to this, and also published full-page advertisements stating that their milk was pure.

The purity of the milk had not been questioned. It was the process of handling and distribution.

In the Colonial Secretary's letter to the Dairy Farm Co. of 22nd August, he stated:— "Any imperfections that may have existed formerly in the method of supplying milk to the public have no doubt been remedied." Again the italics are mine. This to me seems very specific.

On Tuesday, 23rd. Instant, the M. O. H. stated "I should like to say that I do not detract one little bit from what I said on a previous occasion." This also is very specific.

In this connection, it would be most interesting to learn both from the Hongkong Dairy Farm Co. and from the M. O. H. and other officials, what, for instance, was the process of cleansing dirty milk bottles previously to their being refilled that obtained at the Dairy Farm at Pokfulam prior to, say, the 21st July, 1924. And from the Colonial Secretary or M. O. H., what imperfections existed that may have been remedied.

In fairness to the Dairy Farm Co. and in the public interest, and for the information of the many users of Dairy Farm milk, who were victims in this typhoid epidemic, these questions should be answered fully and without equivocation.

A further point I would like to raise and it is, if imperfections existed, why were they not pointed out by the Sanitary Board, or other "proper" health officials, whose duty it is under a special Ordinance, passed many years ago to supervise and regulate such industries as dairy farms, milk purveyors, etc.?

Enclosing my card, Yours etc.,

HONGKONG, Sept. 25th, 1924.

LIQUOR FOR PHILIPPINES.

SUDDEN PROHIBITION RULING CAUSES Muddle.

The Manila Bulletin of last Monday published the following:—

The recent ruling of American consular officials at Hongkong and elsewhere prohibiting importation of liquor into Manila upon pain of withholding bills of health for vessels violating the order did not prevent the steamer Thesus, of the Blue Funnel Line, from landing a heavy consignment of whisky here on Saturday. The Thesus's last port of call was Singapore, however, and her papers were in proper shape.

It was learned yesterday unofficially that even vessels lacking clean bills of health may not be forced to pay the usual heavy fine if it is found that consular action on the liquor question is solely responsible for the discrepancy. In such cases the matter is usually turned over to the collector of customs for investigation. The law provides that a fine of P2,000 may be imposed but it makes no minimum provision. It is assumed that a nominal fine of P10 would not deter many steamship lines from carrying liquor to this port.

INSTRUCTIONS AWAITED.

The landing of the cargo from the Thesus and the reliable reported leniency for boats yet to arrive with liquor were the outstanding developments over the week-end regarding the muddled liquor question now confronting the Philippines. As yet no official instruction has been received from Washington. The port quarantine service is seeking official instruction and explanation and Governor General Wood also is understood to have cabled Washington for explanation of the sudden action of American consular bodies at various ports of the world. Answers to the various cables are expected to-day.

Although official and commercial bodies are still waiting definite word regarding the situation, commercial firms generally believe that the situation will not result in a serious attempt to force prohibition on the Philippines. All firms engaged in importing liquors declared they expected to land without difficulty consignments now en route and others yet to be shipped.

The U. S. prohibition laws are not applicable to the Philippines and this has been accepted as a definitely settled question.

RUGBY FOOTBALL.

ANOTHER NEW ZEALAND VICTORY.

London, Sept. 25. At Gloucester, the visiting New Zealand "rugger" team beat Gloucestershire by 6 points to nil. —Reuter.

CLOSE OF SOUTH AFRICAN TOUR.

Cape Town, Sept. 25. The British Rugby team beat the Western Province fifteen by 8 points to 6 in the last match of the tour. —Reuter.

PRINCE IN SASKATCHEWAN.

Melville, Saskatchewan Sept. 25. The Prince of Wales has arrived here, and received an ovation. —Reuter.

TO-DAY.

Closing Exchange: 4:42 1/2. Lighting Up Time: 6:15 p.m. Barometer: 30.02. Temperature: 74° F. Humidity: 45%. Wind: S.W. at 10 m.p.h. High Water: 12:15. Low Water: 6:15.